Minimum use of Stadia in Delhi

155. SHRI SHAMIM HASHMI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Stadia in Delhi are crying for optimum use as reported in 'Times of India' on 25th, June, 1989, if so, what corrective steps are being taken or proposed to be taken in this regard ;

(b) whether any more Stadia are being planned for Delhi, if so, what are the details thereof and the reasons therefor; and

(c) what funds have been spent on Stadia in the country during the last three years and what amount out of this pertains to Delhi ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) No, Sir. The article titled 'Stadia crying for optimum use, published in the 'Times of India' of 25th June, 1989, also points out that Stadia like the DLTA, Ferozshah Kotla Grounds and Ambedkar Stadium were fully utilised throughout the year.

The management of 7 of the stadia in Delhi has been taken over by the Sports Authority of India since February, 1984 and SAI has introduced several measures like expansion of facilities and making them more easily accessible under the Coaching and "Pay and Play" Schemes.

(b) while there are no plans in the Department of Youth Affairs and Sports for constructing more Stadia, the Jawaharlal Nehru University has a plan for an indoor stadium in their campus and the Delhi Development Authority and the Delhi Administration are planning to build a Sports Complex in the Trans-Yamuna area of Delhi.

(c) During the last three years, the Department has extended financial assistance to the tune of Rs. 27,23,70,105 to the State Governments/ U.T. Administrations for the construction of Stadia. Out of this, the amount pertaining to Delhi is Rs. 8 lakhs.

Delay of Indian Airlines Flights

156. SHRI ANAND SHARMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number and details of the Indian Airlines flights delayed during the months of May and June, 1989; and

(b) what are the reasons for the delay and the proposed remedial measures?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) and (b) During the months of May and June, 1989 out of 16322 flights, 5978 flights (36.62%) were delayed. Only 2.82% of the flights were delayed due to reasons attributable to I.A. 2.41% of the flights were delayed due to adverse weather conditions, inadequate airport facilities and miscellaneous reasons and 31.39% due to consequential reasons.

With the progressive induction of additional aircraft capacity during 1989-90, Indian Airlines will be in a position to provide necessary cushion/stand by capacity which will help minimising delays due to consequential reasons and improving on-time performance of its services. Besides, punctuality of flights is being constantly monitored at various levels to minimise delays.